

# **BookletChart<sup>TM</sup>**

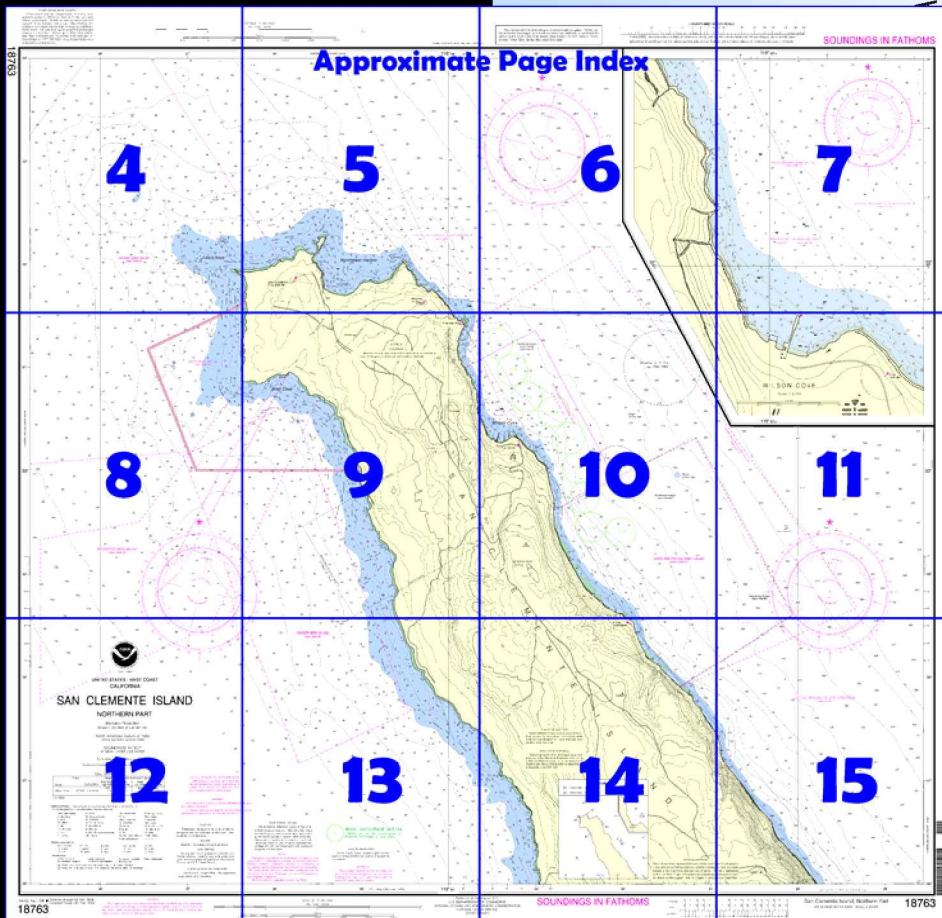
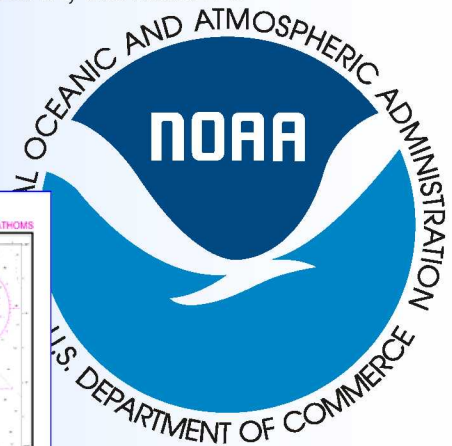
## ***San Clemente Island – Northern Part***

(NOAA Chart 18763)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



***Home Edition (not for sale)***





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

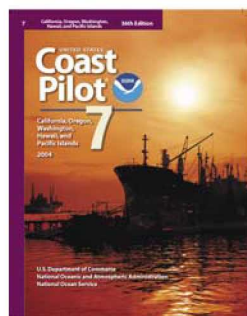
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 7, Chapter 5 excerpts]**

(24) **San Clemente Island**, 43 miles SSW of Point Fermin and 57 miles WNW of Point Loma, is 18 miles long in a NW direction and 4 miles wide at its widest part, and reaches an elevation of 1,965 feet. The island is a U.S. Naval Reservation and is closed to the public. Vessels including yachts and fishing craft are warned that the vicinity of the island may be dangerous at any time because of naval activities, including gunfire, bombing, and rocket fire. Local magnetic disturbance

(25) Differences of as much as 5° from normal variation have been observed up to 3 miles offshore along the N, E, and S coasts of the island.

(26) The top of the island appears as a tableland from a distance. A prominent white radar dome (32°53.1'N., 118°27.0'W.), on the highest part of the island, is visible from both the E and W sides of the island.

(27) The NE side of the island is bold, with rocky cliffs. The water is generally deep close inshore, and kelp grows close to the beach. On this side of the island a prominent white rock is close inshore, 6 miles NW of Pyramid Head. On the beach behind this rock is a freshwater spring, the only one available during the dry season.

(28) The SW side of the island is more irregular, but it is lower and has more gentle slopes. Here the kelp extends several hundred yards offshore, and generally to or beyond the 10-fathom curve. Rocks are numerous close inshore and inside the kelp, but outside the kelp line, the bottom slope is more gradual than on the other side of the island, and there are many places where vessels might anchor safely in the lee of the island during the NE storms, known as the Santa Anas.

(29) **Seal Cove**, on the SW side of the island midway between the two ends, affords a boat landing and indifferent anchorage for small craft in NW weather.

(31) **China Point** is the SW extremity of San Clemente Island and on the W side of Pyramid Cove. A light is shown from a white pyramidal structure on the point.

(32) **Pyramid Cove**, the deep bight in the S end of San Clemente Island, is used as a naval shore bombardment area and included in a **danger zone**. The cove, closed to the public, offers protected anchorage in 10 fathoms or more in NW weather to authorized vessels and vessels in distress. Vessels should not enter the kelp as there are indications of other dangers in addition to those already charted. Some swell makes into the cove most of the time. Authorized landing on the beach is usually not difficult, but can be extremely hazardous because of unexploded ordnance.

(33) **Pyramid Head**, the SE point of San Clemente Island and the E side of Pyramid Cove, is about 900 feet high, sharp, jagged, and prominent.

**Pyramid Head Light** (32°49.2'N., 118°21.2'W.), 226 feet above the water, is shown from a post with red and white diamond-shaped daymark.

(34) **Wilson Cove**, on the NE shore of San Clemente Island, 15.5 miles NW of Pyramid Head, is a fair anchorage in the prevailing W weather, but is uncomfortable at times as the swells make around the point from the NW. A strong wind usually blows down off the hills in the afternoon. A **restricted anchorage area** and a **naval restricted area** are in the vicinity of the cove.

(35) **Wilson Cove Light** (33°00.2'N., 118°33.2'W.), 125 feet above the water, is shown from a post with red and white diamond-shaped daymark. A 198° private lighted range marks the approach to the Navy pier. A fog signal is on the end of the pier.

(36) Wilson Cove should be approached from the NE to avoid the numerous buoys N and S of the cove.

(37) The buildings on the hill overlooking Wilson Cove are prominent from the SE. The best anchorage for small craft is in the lee of the kelp making off from a point nearly a mile NW of the pier.

(38) The Navy pier in the middle of Wilson Cove is of steel construction and extends 550 feet from shore. A landing section at the outboard end of the pier is 38 feet wide and 210 feet long, and has a deck height of 18 feet. Depths alongside the landing section range from 14 feet inboard to 24 feet outboard. The two breasting mooring buoys on each side opposite the landing should be used to avoid danger of damage from surge. Time of the tide is about the same as that for Los Angeles. The mean range of tide is 3.5 feet.

(39) **Northwest Harbor**, on the NW end of the island, affords shelter in S weather and is a comfortable anchorage in the prevailing W weather, as the large beds of kelp and the low islet to the N of the anchorage afford protection. It is open N and is unsafe in heavy NW weather.

(40) **San Clemente Island Light** (33°01.7'N., 118°35.9'W.), 202 feet above the water, is shown from a post with red and white diamond-shaped daymark on the headland at the N end of the island.

(41) A line of rocks extends W from the NW extremity of San Clemente Island, terminating about 0.4 mile off the point in bold and rocky **Castle Rock**. A **danger area** for aerial bombing, rocket firing, and strafing extends 300 yards around this prominent islet.

# Table of Selected Chart Notes

Corrected through NM Feb. 28/04  
Corrected through LNM Feb. 10/04

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for import supplemental information.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed up to 3 miles off shore along the north, east and south coast of San Clemente Island.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.121" northward and 3.288" westward to agree with this chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

## NOTE B

### CAUTION

Mariners should stay clear of this area which is marked to warn of dangerous chemical and radiation hazards.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extrema Low Water
Wilson Cove	(33°00'N / 118°33'W)	feet 5.2	feet 4.5	feet 0.9	feet -2.5

(Nov 2003)

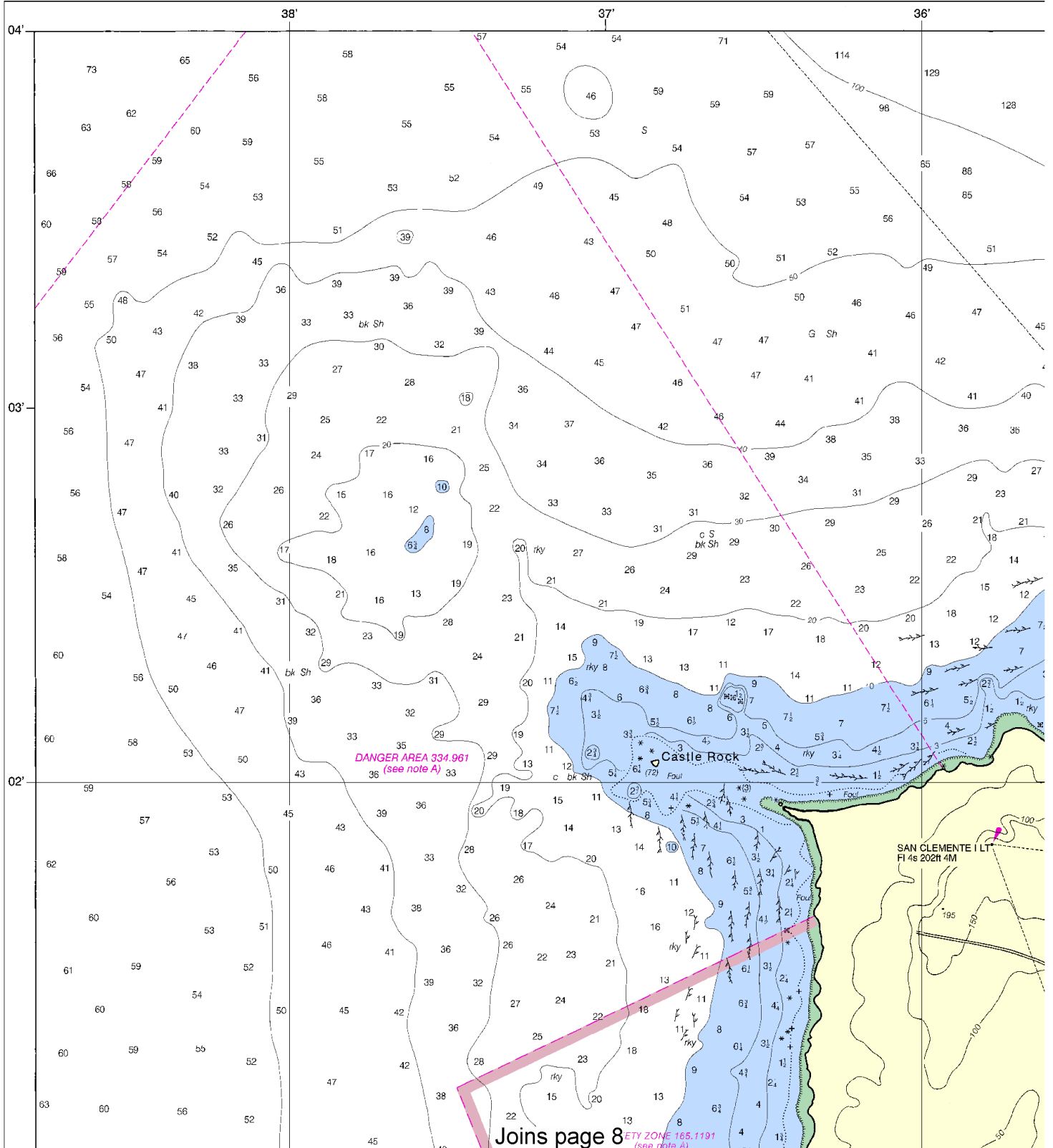
PRINT-ON-DEMAND CHARTS

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SCALE 1:20,000  
Nautical Miles



18763



4



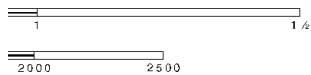
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.

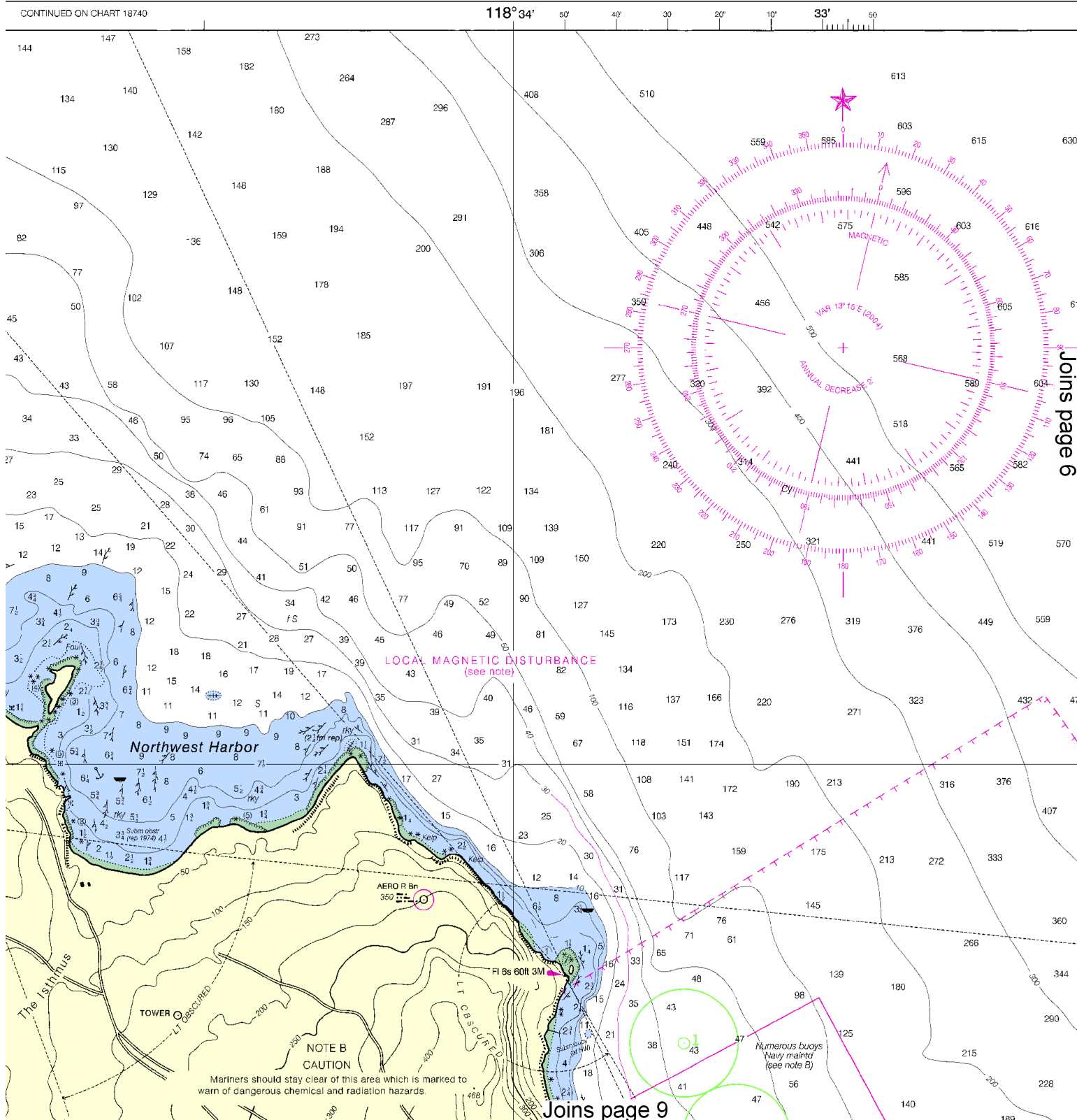




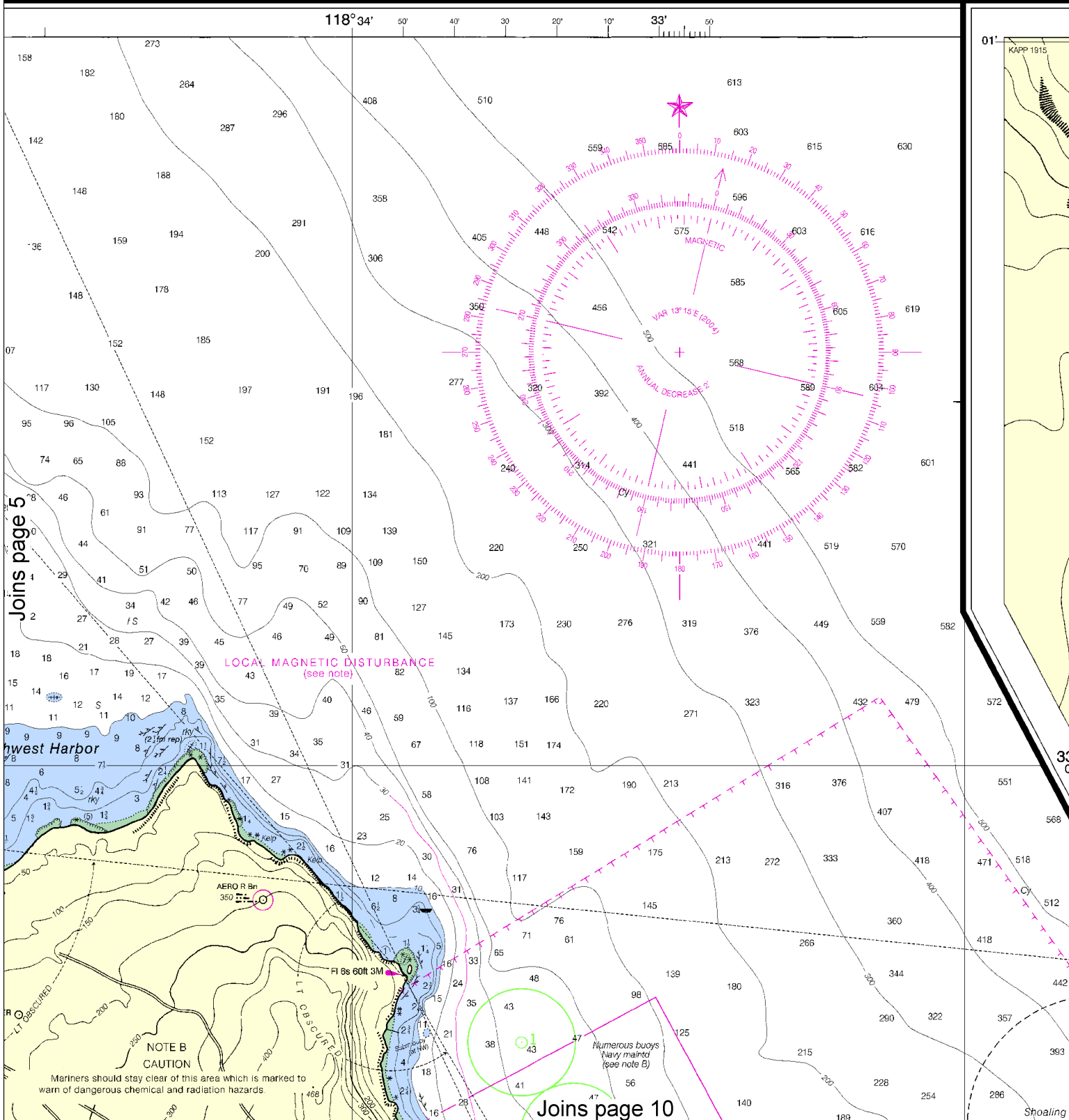


Formerly C&GS 5118, 1st Ed., May 1940 KAPP 1914

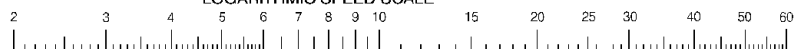
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

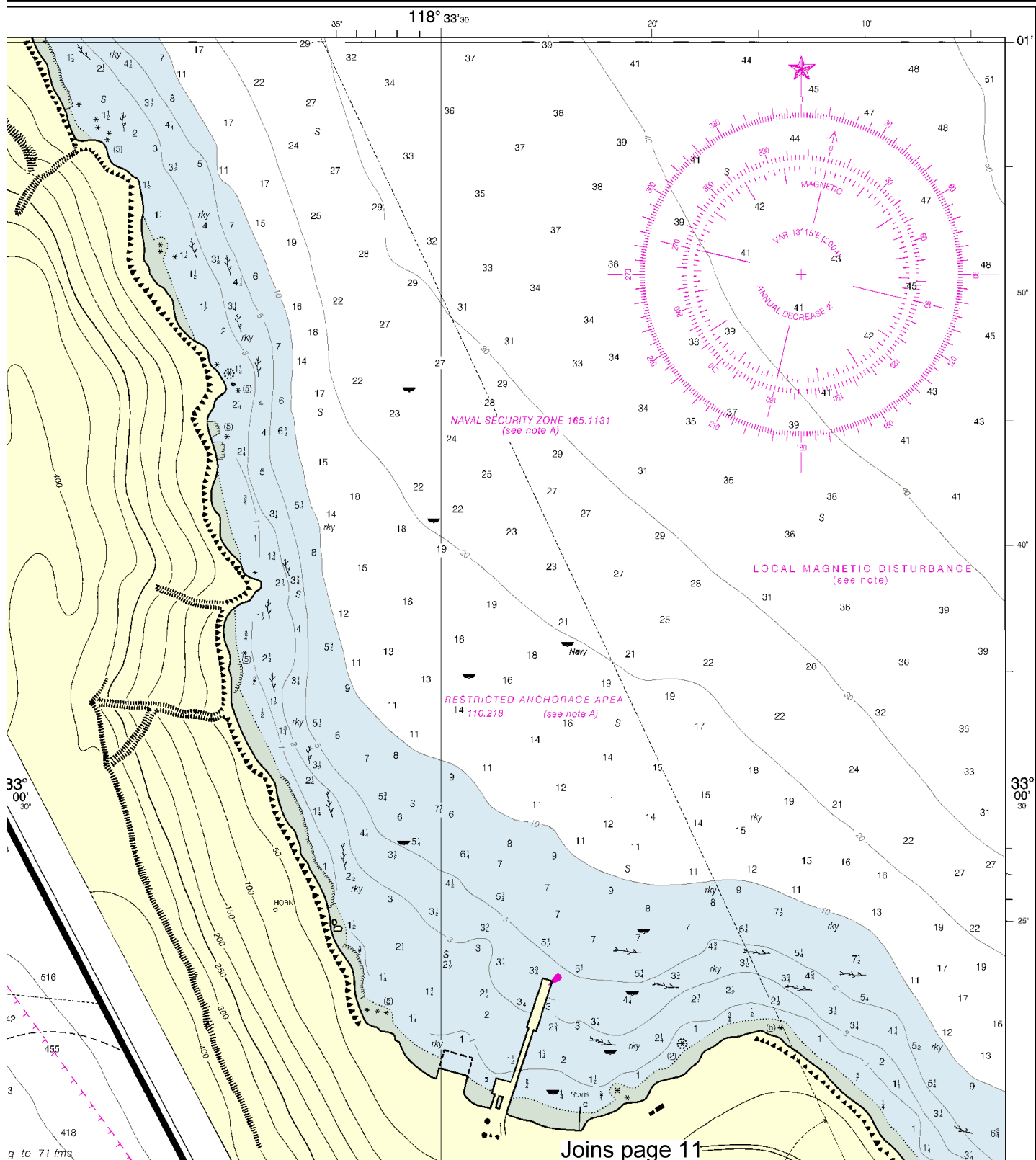


# LOGARITHMIC SPEED SCALE



Place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place the left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

## SOUNDINGS IN FATHOMS



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

CONTINUED ON CHART 18740

01'

33°

10'

59'

50'

40'

30'

20'

RESTRICTED AREA 334.921  
(see note A)

SAFETY ZONE 165.1191  
(see note A)

West Cove

MAGNETIC

VAR 13° 15' E (2000)

ANNUAL DECREASE 2'

DANGER  
(see note A)

Joins page 12

8



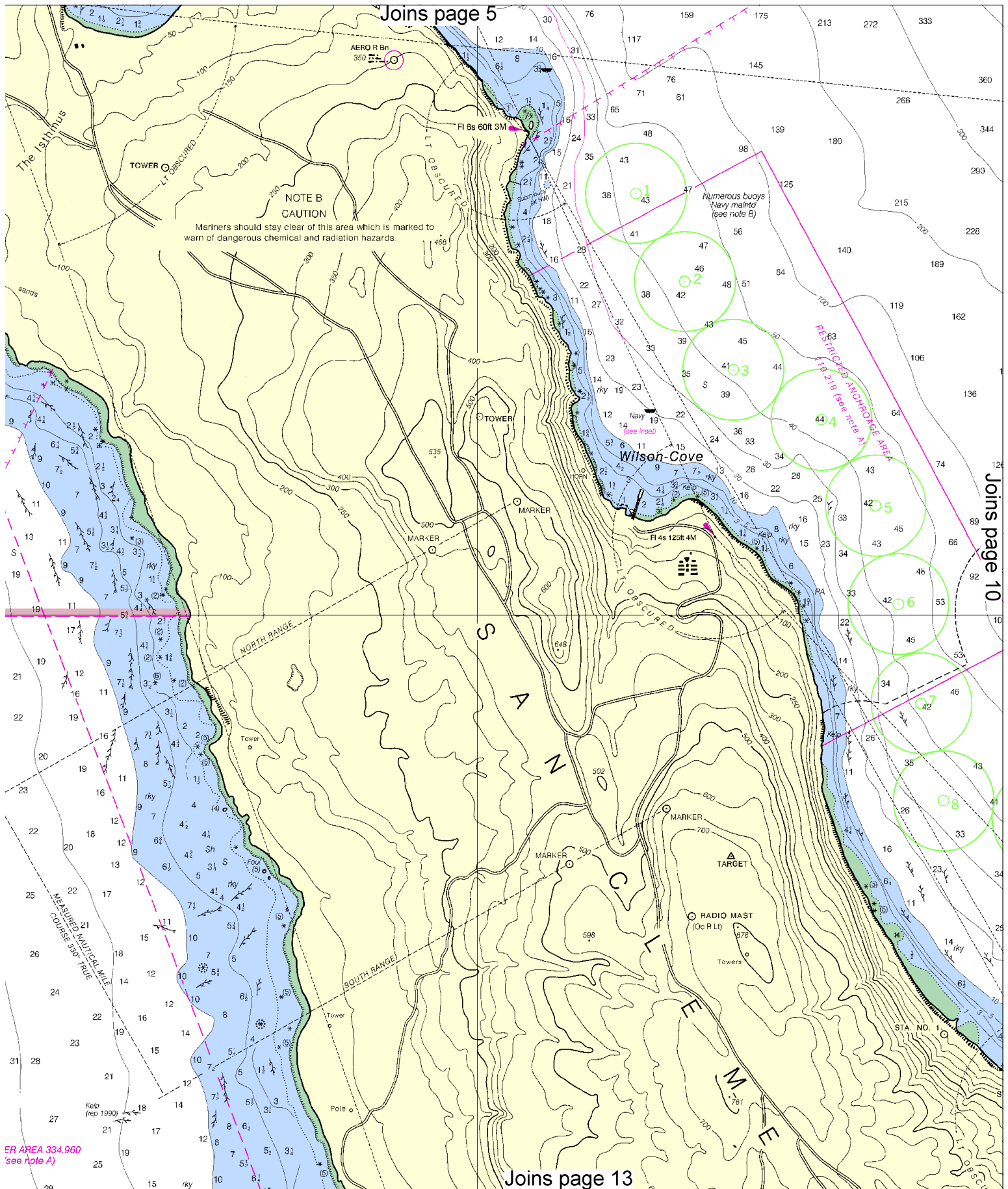
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SCALE 1:20,000  
Nautical Miles

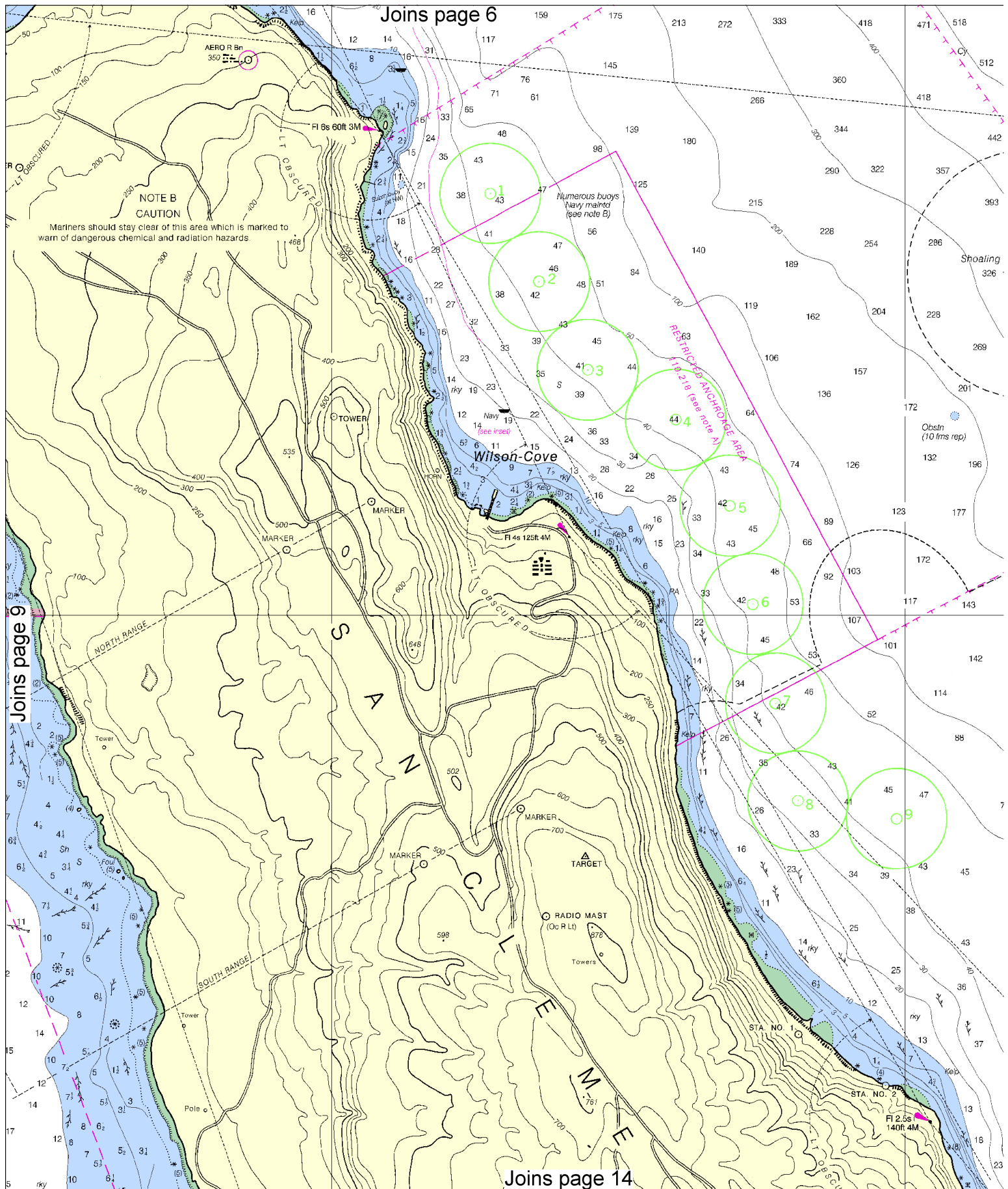
See Note on page 5.







ER AREA 334.960  
see note A)







Joins page 8



UNITED STATES - WEST COAST  
CALIFORNIA

# SAN CLEMENTE ISLAND

## NORTHERN PART

Mercator Projection  
Scale 1:20,000 at Lat 30° 00'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Wilson Cove	(33°00'N / 118°33'W)	5.2	4.5	0.9	-2.5

(Nov 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bkr broken	G gravel	n hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obtain obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed up to 3 miles off shore along the north, east and south coast of San Clemente Island.

### WARNING

San Clemente Island is a NAVAL RESERVATION and is closed to the public.

All vessels are warned that the vicinity of the island is dangerous on account of gunfire and bombing.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected: average of 0.121" northward and 3.298" westward to agree with this chart.

### NOTE A

Navigation regulations are published in Chapter 7, Coast Pilot 7. Additions or revisions to Chapter 7, listed in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the 11th Coast Guard District in Alameda, California, or the Office of the District Engineer, Corps of Engineers, Los Angeles, California.

Refer to charted regulation section numbers.

10th Ed., Feb / 04 ■ Corrected through NM Feb 28/04  
Corrected through LNM Feb. 10/04

18763

### CAUTION

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12



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



ER AREA 334.960  
See note A)

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**NAVAL ANCHORAGE BERTHS**  
Berths are for the convenience of  
assigning anchorages to naval ships.

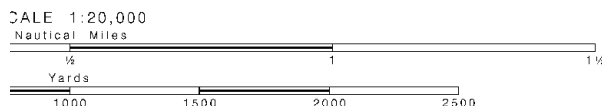
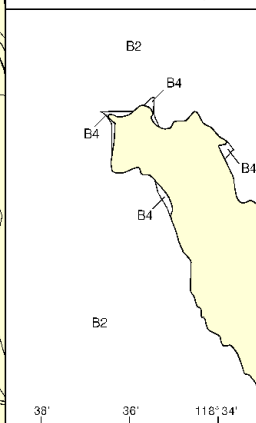
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

**WARNING**  
The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

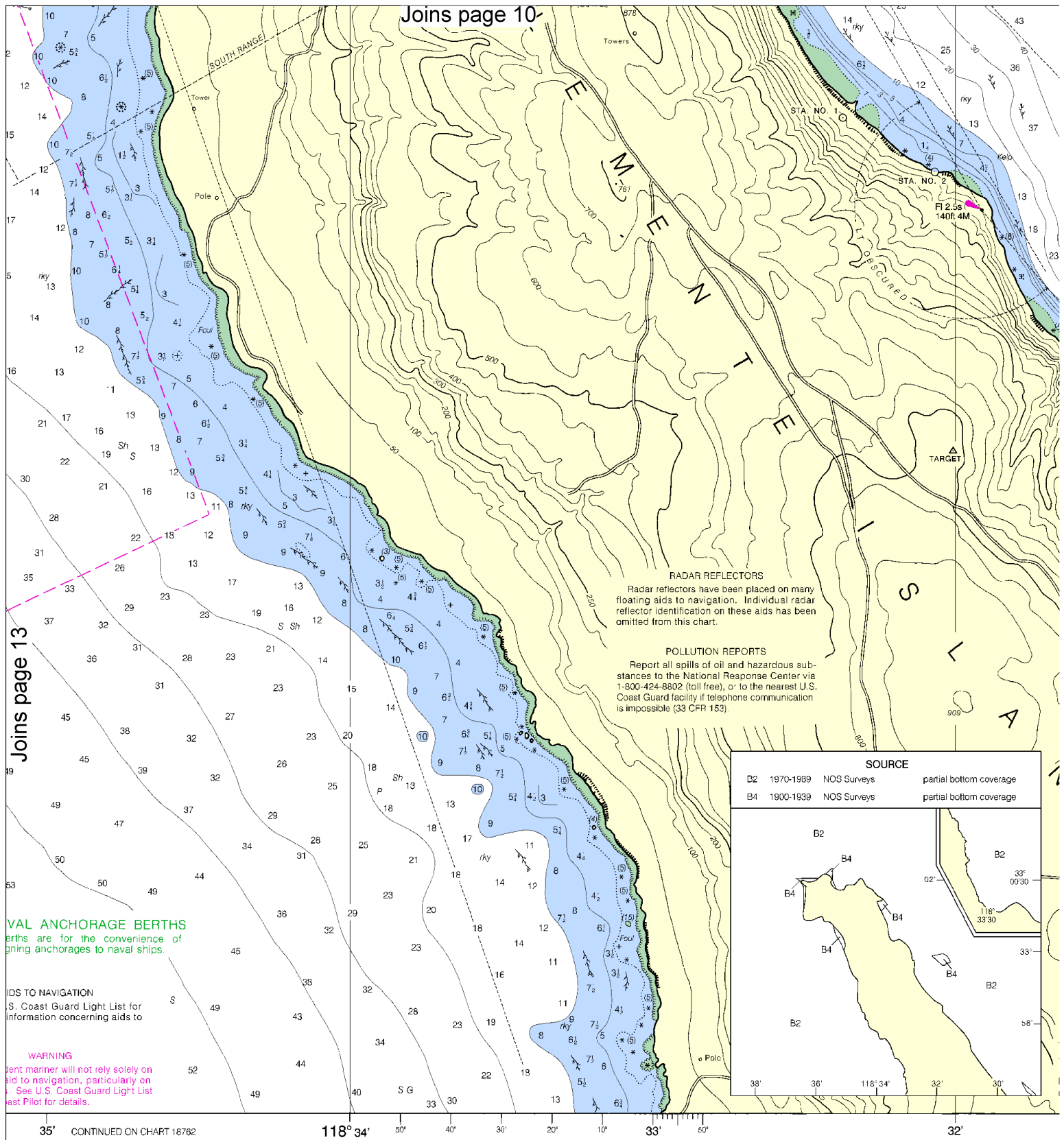
**POLLUTION REPORTS**  
Report all spills of oil and hazardous sub-  
stances to the National Response Center via  
1-800-424-8802 (toll free), or to the nearest U.S.  
Coast Guard facility if telephone communication  
is impossible (33 CFR 153).

SOURCE	
B2	1970-1989 NOS Surveys
B4	1900-1939 NOS Surveys



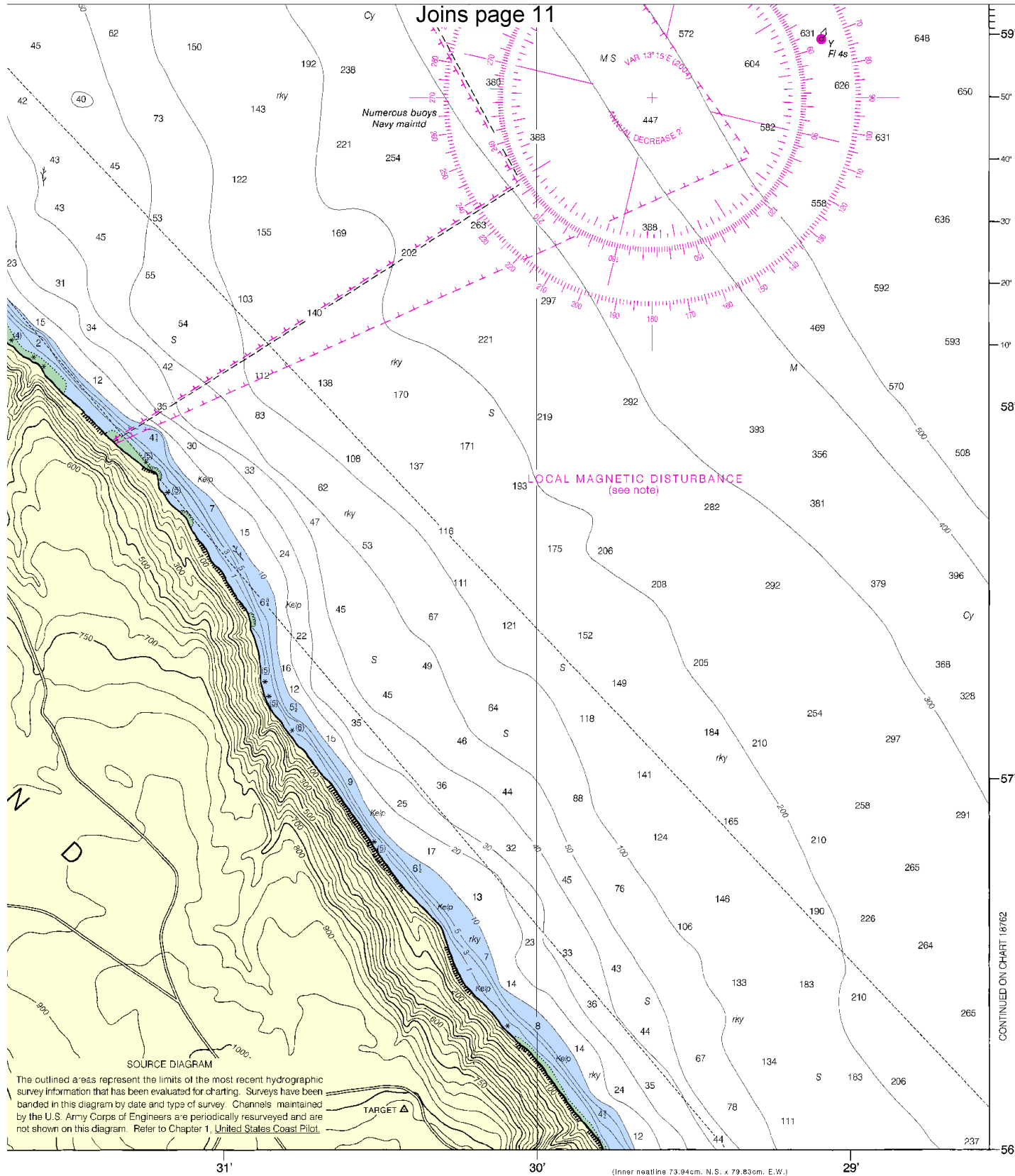
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN F





Joins page 11



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

San Clemente Island, Northern Part  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

18763

CONTINUED ON CHART 18762  
ED. NO. 10  
NSN 7642014011537  
NGA REFERENCE NO. 18AHA18763

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard San Diego** – 619-683-6470

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).